

# SPAR AND PROP

DECEMBER, 2008

NUMBER 190



Tom Thumb iceBoat

SERIES IV  
WINTER  
RACES

Drawing by Marie Middleton





## Toronto Hydroplane and Sailing Club Executive Board

COMMODORE

**Marguerite Ethier**

(416) 865-2979

email: methier@litigate.com

PAST COMMODORE

**Lee Rixon**

(416) 724-5281

email: lrixon@rogers.com

VICE COMMODORE

**Elizabeth Marin**

(416) 423-0845

email: e-marin@sympatico.ca

REAR COMMODORE

**Greg Smith**

(416) 261-9569

email: gd-smith@sympatico.ca

HARBOUR MASTER

**Bob Prosper**

(416) 423-9594

email: bobprosper@primus.ca

PROPERTY MANAGER

**Don Bland**

(905) 428-7380

email: blandone@hotmail.com

TREASURER

**Peggy Wheatstone**

(416) 245-7304

email: wheatstone@sympatico.ca

SECRETARY

**Peggy Wheatstone**

(416) 245-7304

email: wheatstone@sympatico.ca

RACING FLEET CAPTAIN

**Jackie Znamerowski**

email:

RACE COMMITTEE CHAIR

**Tom Monson**

(416) 429-2598

email: tm@primus.ca

CRUISING FLEET CAPTAIN

**Keith Willson**

(416) 759-1846

email: kwillson@sympatico.ca

WAYS AND MEANS

**Meredith Thomas**

(416) 925-7582

email: meredith.thomas@sympatico.ca

SOCIAL CHAIRPERSON

**Laurie Prosper**

(416) 720-8876

email: lauriechan@primus.ca

RECIPROCALLS OFFICER

**Peter Martyn**

(416) 822-4345

email: pmartyn@world.oberlin.edu

# Calendar

**New Year's Levee—Thursday, January 1—**Bring in the new year at the Club.

**OOD Signup at New Year's Levee—Thursday, January 1 to May 1—**The list for OOD will be available starting at the Levee. Signup for your 2009 day anytime.

**Darts at the Clubhouse—January 9 to April—**At about 7 p.m. Friday evenings during the winter a group has a lot of fun throwing darts. Work off your week's aggression on the bullseye. Join us and have fun.

**Toronto Boat Show—January 10-18—**Holidays are over. Time to think summer.

**Launch day—Saturday, May 2—**Don't forget your boat this Christmas.



## Christmas Party 2008



## New Year's Levee

Thursday, January 1st

from 1:00 to 4:00 p.m.

Come and join us at the Clubhouse  
for refreshments and good company.

Also a good time and place to transfer the  
kids after a parent's night out.

# COMMODORE'S COMMENTS

Marguerite Ethier

**T**HIS HAS BEEN A GOOD YEAR for the Club. Many thanks to Lee Rixon for his assistance as Past Commodore this year—I regularly draw on his history and wealth of experience.

Being on the Executive Board is a bit of a time commitment—the club doesn't run itself. I commend all of you to consider a term on the board—I've gotten to know so much more about the club and its members.

As you may recall, Waterfront Toronto has prepared a Master Plan for Lake Ontario Park, which contemplates that we will move just west of the outer harbour marina. This move would be part of Phase I of Lake Ontario Park. Certain economic and political realities have intervened into the ambitious plans for Lake Ontario Park, and it appears that Phase I is now budgeted for 8M. Phase I (as currently on the books) is to include moving us, building the transect bridge outside Ashbridge's Bay, and various other big-ticket items. It seems clear that this can not all be done for \$8M, and at last discussion, WaterfrontToronto is re-scoping the project. What this means for us is not yet clear, but I think it can be said with some certainty that LOP will not get off the ground for several years.

One of the things I have personally tried to do this year is to ensure an even application of the rules. I think in the past there have been circumstances where special deals were arranged with various EB members on a one-off basis. Almost any special deal you could imagine has been requested over the life of this club, and some were even granted. We are trying to do away with the "special deal" regime, as a matter of fairness and equity. If you are one of the people who didn't get a special deal this year, thank you for understanding our attempts to have a more fair and transparent regime. For everyone.

Special thanks this year to three individuals who are retiring from the Executive Board: Dan Demers—who has served as vice commodore for two years. This portfolio includes the rules committee, dealing with fees and general oversight of the membership rosters. This is a difficult job, particularly at fees time, and he has ably served our club for two years, and made a valuable contribution.

# PROPERTY MGR.

Don Bland

**W**OW! WHERE DID THE YEAR go? Despite the complaints about the weather we all seemed to enjoy our boats and our club's facilities. As our clubhouse ages so do it's bits and pieces.

That means there are always a few upkeep items that need doing throughout the year. For those of you who would like to get some of your 2009 work hours in early in the year instead of during boat preparation or sailing time contact me for ways and means.

Thanks to the many who contributed to the maintenance and to the improvements to the club house. Thanks to those of you who commented on and also used the entertainment center. We now have evenings outside of the sailing season where members get together over popcorn, chips and beverages to enjoy a movie or two as well as sporting events on T.V.

We are working on simplifying the choices between music, movies, televised events. Constructive comments and suggestions are always welcome.

Have a great Christmas and a healthy and prosperous new year. ▲



Mike and Eva Baker—Mike has been the treasurer for four years—this is a long time, and he has worked hard for all of those years. Although Mike is the elected member of the board, Eva has stepped forward as Secretary and between the two of them they have kept the club and the board about as organized as we can be.

Thanks also to Greg Smith, Don Bland and Bob Prosper who are continuing on in their roles next year. This board has been a pleasure to work with, and they shown real good humour even when I run the meetings more efficiently than they would like!

Thank you also to Peggy Wheatstone (who replaces Mike Baker) and to Liz Marin (who replaces Dan Demers). We look forward to working with you next year, and thank you both for agreeing to be on the EB.

I wish everyone a happy and peaceful 2009. ▲

# VICE COMMODORE

Dan Demers

**I**WOULD LIKE TO THANK YOU for allowing me to serve you on the board of our fine sailing club. If you have not done so yet, please consider doing it in the future. It is each our duty to serve the club directly on the board or on a sub committee. Without your participation, this club would not function.

During my term as Vice Commodore, we had 32 new members joining us of which 14 were crew, 1 junior and 17 sailing members. This past year we welcomed 11 new members, of which 4 were crew and 7 were sailing members. They are crew members; Jamie Child, Walter Groves, Edge Goba & Caroline Montminy and sailing members; Chris Wiegand, Geoff Steel, Peter Mulrooney, Lisa McDonald, James Perrault, Michael Davidson & John Kenny.

On a sadder note, we had a few members leave us to go on the eternal cruise in the sky; Ken Deas, long time member since 1979 and Kevin Crowley joining the club just last year in May.

Today, our current membership status is at a total of 199 members, made up of 50 crew, 2 junior, 17 life and 127 sailing members.

In addition to managing the membership, the focus during my term was placed on revising our Rules and as well, working with Mike Benson in creating a new membership database application to manage our records.

I would like to thank the many members who have worked on the Vice Commodore's Committees during my term. The Discipline & Rules Committee; Paul Evans, Bill King & Russ Germain. The Computer Committee; Mike Montgomery & Mike Benson. The Public Relations Committee; Richard Peirce & Rich Taylor.

In closing, I would like to extend my support in any way I can help, to our new incoming Vice Commodore Liz. I am confident that she will make us proud in her new role. ▲



# FLEET CAPTAIN CRUISING

Keith Willson

THE YEAR 2008 WAS AN interesting one. Despite the hot, dry weather—at least that's what Environment Canada predicted that we would have—only one cruise got weathered out. The year's challenges started in March as we started our annual bookings with destination clubs. Yes, that's correct, Clubs start to book their cruise destination locations very early because if you don't they book up. We had to do some late scrambling to get our first cruise in as our destination club had their destination club cancel on them. This started a domino effect which left us with a date but no destination. Cathedral Bluffs came to our rescue and accepted our cruise with only two week's notice. What fantastic hosts, they even managed to accommodate our entire fleet on the same dock.

We tried out a new location this year with our cruise to the wall at Hanlan's point. The weather turned out great. However, the Island Marina, who manages the wall, neglected to tell us about the international courier competition that was being run on the Island. The competitions were interesting, however the musical ??? entertainment left a lot to be desired.

We did manage to have six successful cruises despite having to cancel the cruise to Port Credit due to bad weather. Not to be outdone by Mother Nature we made a rapid, early morning decision and cruised a huge distance of 0.0 nautical miles to our own patio.

Although participation numbers were down this year to an average of five boats per cruise, reports from around the lake indicate that other Clubs also had a similar drop in participation.

Many thanks to the Evanses, the Wheatstones, the Rixons, and the Smiths for volunteering to host a cruise and allow us to partake in their culinary excellence.

Plans are underway for next year. Greg Smith has come up with a couple of great ideas for next year's Awards Night which we intend to implement. Not telling you what they are. You will have to come out to Awards Night to find out.

The LOCCA General meeting will

be held in January and they have set aside an hour for the cruise directors of Clubs around the lake to start booking their cruise requests. So, if all goes well, we may have our slate of cruise destinations and dates set for the next issue of Spar and Prop.

## NEW FOR NEXT YEAR – A MYSTERY CRUISE

Watch this space in Spar and Prop for important clues. This will be a cruise with many differences not the least of which will be prizes at TH&SC on the Sunday after we have all returned.

## CRUISING AWARDS 2008

First Across—*Mike Ante, Jeff Ante*

Last Across—*Mike Ante*

Winner of the Cruiser of the Year trophy—*Lee Rixon*

Winner of the Distant Waters trophy—*Chris Hanson*

Winner of the Land Cruiser trophy—*Ralph Milligan* ▲

## AROUND THE WORLD RACES

by Rich Taylor

TWO AROUND THE WORLD races are in progress. The Vendée Globe is the single-handed non-stop race Ontario's Derek Hatfield is participating in. From the web site you can see a map with the current position of all the boats. It is updated every few hours.

<http://www.vendeeglobe.org/en/>

Derek also has his own web site at <http://www.spiritofcanada.net/>

The other race is with fully-crewed boats that have to be seen to be believed. They can travel at over 25 knots with one going over 600 miles in a 24-hour period during the first leg of the race. They stopped in Capetown and Cochin, India and now are on their way to Singapore.

The "Volvo Race" web site also can bring up a map with the boats all marked and updated every three hours. There is also a plug-in available for Google Earth to see their tracks right from the start.

The starts from Spain and Capetown were available on video and were very exciting to watch.

<http://www.volvoceanrace.org/> ▲

# TREASURER

Mike Baker

AFTER FOUR YEARS AS YOUR Secretary and Treasurer, our term is coming to an end. Eva and I enjoyed working for our club in that capacity, now we know almost everyone personally and have met so many members who helped us if needed or gave support in various situations.

The club's finances are in a healthy state as we close the fiscal year 2008. We appreciated the great turnout at the AGM on December 7th and your understanding of the 1.5 % increase in next year's fees.

Since Ways & Means falls under my portfolio, I want to urge everyone to reinforce following our new chit system for work hours completed. It is up to every member to fill out his or her own chits for work completed and have it signed by the relevant supervisor. It is not the supervisor's job to fill out the chit. This has led to much confusion in 2008, having been introduced as of January of that year.

Meredith Thomas will continue as the chair for Ways & Means and your co-operation with him and the chit system is very much appreciated. As you know from the AGM, the membership voted unanimously to drastically increase the fine for those not having completed their work hours.

We are handing our portfolio over to Peggy Wheatstone and wish her all the best, Eva and I will always be available to help out.

The EB members over the last four years were a terrific group of people—we loved working with you all and thank you for your co-operation and camaraderie.

Happy Holidays to you all! ▲

## CLUB HISTORY IN SPAR & PROP

by Rich Taylor

STARTING WITH THE JULY, 1969 issue, Spar and Prop is available in PDF format. I will supply a DVD data disk or two CDs to anyone who wants to have an almost complete collection of Spar and Prop up to December 2008.

There is a gap of a few years when I did Hull Flyer for the Toronto Catamaran Club. They are included. ▲

2008 WAS A GOOD YEAR. Despite various indications of changes to our waterfront which would possibly move TH&SC to a new location, we remain vibrant as a club and hold things together as we continue with business as usual. We cannot allow what might happen in the future to affect our present existence. We should go forward with positive input from the board and members to stake out our future despite what may or may not lie ahead of us.

With further work being done to the sea wall in 2008, our membership grew in numbers yet again. This work allowed us to add new sailing members to the TH&SC roster and increase our revenue while enriching the unique culture of this club.

While creating space for new members is a positive, it is challenging at times to predict how many boats laid up on the hard the previous season might choose to go back in the water in the coming season. Likewise it is unpredictable how many boats at the last minute in Spring may choose not to go back to the water. We try to ensure that water space is not wasted and revenue is optimum which benefits the membership as a whole.

The winter of 2007/2008 did little battle with our docks. There were repairs but they were manageable and with the help of many, the docks were maintained and kept serviceable. Our water levels dropped in the latter part of the season in 2008 but nowhere near the low levels had we endured at haul out in 2007. However, the water levels dropped significantly immediately following our haul out this year.

Looking ahead, we have plans to make repairs to our boardwalks under-structure in 2009. The south side of our seawall has suffered from years of soil erosion. Vertical metal plates at the seawall have corroded in places allowing for soil to run off into the lake. This soil is needed to support cement posts which support the boardwalk. There are places under the boardwalk currently which need to be reinforced. To do this, we need to add new steel structure to the existing vertical plates to ensure no further soil erosion. This in turn will allow us to add new structural support under the boardwalk. In the spring of 2009 I will be calling on the membership for your help to assist with the repair of the boardwalk.



## Nauticals

SALUTES AT SEA: THE WARSHIPS OF ALL NATIONS ARE RECOGNISED BY PASSING VESSELS IN THE DIPPING OF THE ENSIGN, LOWERING IT HALF WAY DOWN THE ENSIGN STAFF, AND NOT REHOISTING IT UNTIL THE WARSHIP HAS ACKNOWLEDGED THE SALUTE. YACHTS USUALLY FLY THE FLAG OF A FOREIGN COUNTRY WHEN IN THEIR WATERS & SHOULD FLY THEM ON THE STARBOARD SIDE, EITHER FROM THE CROSS TREES, OR IN THE RIGGING. OTHER FORMS OF SALUTE OVER THE YEARS INCLUDED STRIKING TOP SAILS IN MERCHANT MEN, OR FIRING CANNONS WHEN THEY WERE ARMED. GUN SALUTES WERE ALWAYS FIRED WITH THE SALLITING SHIP'S BOWS POINTING TOWARD THE NAVAL VESSEL TO INDICATE NO HOSTILITY. BOW-ON THEY WOULD NOT HIT HER.



There is no doubt we will have challenging times ahead with the current market downfall. All of us will be challenged one way or another. We hear the words downsizing, layoffs, closures, market collapse, recession, etc.

TH&SC is one of many clubs on the lake. However there are things about this club which allow us to stand alone. We are small and yet healthy. We are a vibrant sailing club with a history of living within our means. We have done without extravagance or unnecessary luxuries in the past. We have what is needed to provide an affordable yet positive culture for cruisers and racers alike. I assure the membership that my decisions along with the Board are fugal and conscien-

tious, moving ahead in order to weather the storm. However, I call upon the membership to remember that this is a working club. Membership contribution with work hours helps TH&SC to remain strong and vibrant in the future.

I look forward to 2009 with optimism and I think with the present structure of this magnificent club, we can hold our heads up high. I will continue to respect the views of our long-time members and heed their advice rooted in wisdom, and as well listen to ideas coming from our more recent members and apply them when and where I can. ▲



## REAR COMMODORE SOCIAL CHAIR

Greg Smith

**M**Y FIRST YEAR AS REAR Commodore was a real education. Not only was I leading a racing and cruising committee with people who have sailed all of their lives, I was also attending meetings with PHRF-LO and OSA representatives.

I learned a lot of history about our own club and about clubs near us—what works and what doesn't. In addition to my time at different committee meetings,

I attended all of the scheduled EB meetings. It was here that I learned how the club was funded and what is needed to keep it in the black year after year. My first year of listening to financial reports and figuring out my own budget taught me a few things. Making changes in an organization like TH&SC can be tough, but we talked, we listened and we forged ahead with new and improved changes. I am truly impressed with the quality of the representatives on the Executive Board—all are dedicated to the betterment and permanence of our club.

Thanks to all for the wonderful turnout for the annual Awards Night held November 22nd. We had a night filled with lovely atmosphere including delicious food, wonderful music, terrific friends, and dedicated members. The results of the season may be found in other pages of this publication, congratulations once again to the winners. The "virtual appearance" of our past Rear Commodore, Mona Anderson was a real treat—thank you Mona for participating in the fun, you are a great sport...please drop in again! Also, a very special thank you to Lindy Deas, Lindy joined us via the Internet to present the Ken Deas Memorial Trophy to Jack Hexham, it was certainly a special and emotional moment in the evening.

So here we are at the end of another sailing season, thank you to everyone who has helped to make it a successful year. Plans for next season are well underway and I promise to keep you informed throughout the winter season. I look forward to the New Year, new projects and new sails!

Merry Christmas and Happy New Year...see you at the Levee!

N43° 39.610 W79° 18.812 ▲

Melinda Ramsay

**T**HE DISHES HAVE JUST BEEN done and the floor swept after the Kids Xmas Party of 2008. It was a great time, with about 15 kids and twice as many parents and grandparents joining in on the fun. Lynda organized terrific games (watch for the photos!) and a big thank you to Sarah Renendez and her cousins who made the yummy quesadillas. A HUGE thank you to Santa, who was a bit hit with the kids and who went out of his way to make each kid feel special. It was really nice to see our youngest kids getting to the age where sitting on Santa's lap isn't the overwhelming experience that it used to be.

As part of the gift to the kids this year, the club donated \$100 to PAWS (the cat charity that Marilyn Goodman is so involved with) to pay for much needed supplies. Each child got a photo and "thank you" from the cats, along with a mug of snowman soup and smaller things to open (thanks again to Lynda for pulling that together). We'd also like to thank Sheila, Chris and Liz for helping cleanup.

Finally, another really big thank you to Jacqui and Randy Boyd, who hosted a birthday party for their son-in-law the night before and did a stellar job of cleaning up (at 4:30 AM!!)—the place looked great.

I'm pretty sure that it will be mentioned elsewhere, but Awards Night was very special this year. Greg arranged to have Lindy Deas present the Ken Deas memorial trophy, and for Mona to also present awards, all via video conferencing. Kenny's sister and brother-in-law were honoured guests. The place was packed, with even more people showing up for the dancing afterwards.

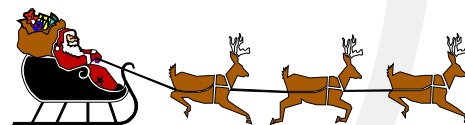
As probably most of you know, the Kids Xmas was my last event as Social Chair. Laurie Chan-Prosper is taking over, come the new year. I've really enjoyed heading up the committee over the last few years—I've gotten to know almost all of our members and their families, and had a great time working with the committee. Despite how much work it is to pull these events off, the social crew has made it a true pleasure. I've been so fortunate to work with Laurie, Lynda & Peter, Cat (and thanks John Morris, too),

Lorraine, Jo (thanks Larry also!), BBQ Billy, Joanne Schneider, and then also all of the people who pitch in willingly at each event to help do dishes or clean up or even give a hand unloading the van full of supplies!

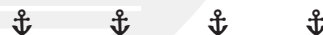
I was really fortunate to work under Kenny, Mona, and Greg and have had unlimited support from Bob, Don, Ross and Eva. I've just had a very good time getting to party with all of you, and to get to know your kids too (and I've said this before, but we have GREAT kids in this club!). I hope that Laurie has as much fun and finds it as rewarding to do as I did.

Believe me when I say that we as a club are so lucky to have these folks working as hard as they do to put on the events that you all enjoy. It means that they sacrifice social time, sailing time, family time, because they are organizing, setting up, running or cleaning up instead of relaxing and partying. Take an opportunity to thank them for their efforts, because it makes all of our club experiences so much fuller.

Thanks for coming to our events, and for supporting the social budget with your ticket and bar sales. Thank you for your support of me, too. I'm happy to be handing it off to Laurie (but like Lynda, will stick around to be a worker-bee because we have such fun together), and look forward to next summer when there will be plenty of great events with Laurie's & Greg's mark on them. ▲



Editor's e-mail address is  
**rwt@total.net**



The Deadline for the  
**FEBRUARY** issue of  
Spar & Prop is  
**Jan. 31**



Spar and Prop is available in  
PDF format, readable on a  
computer in colour with  
Adobe Acrobat Reader.  
Available from our website.

Website address is  
**www.thsc.ca**

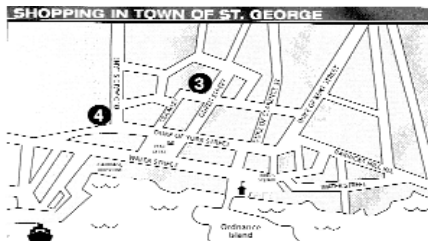
## BUT, HEY!!! ...THAT'S THE ADVENTURE

by Eric Muff

WELL, I GUESS YOU'RE ALL "outhauled" since we chatted last, and I've been off again on yet another "escape" from reality. Ran off to Branson, MO. (remember MO?) for a little escape from the lunacy that is Retirement Home Life. But we'll chat about that upon another occasion (if I remember to do so). The Golden Years are bloody hilarious.

But, hey!!!...that's the adventure.

If memory serves, I believe I left you on the jetty in Nelson's one-time British stronghold now completely overrun by mindless tourists (one of which I am) and I was sailing to the other end of the islands to beautiful downtown St. George. I, personally, prefer St. George to Hamilton. Small, less commercial and more homey. My only reason to go to Hamilton is, I can get my Erinore pipe tobaccy there at duty-free prices. I can buy a 50 g tin for five bucks. In T.O. I spend 18 bucks for the same amount. Though I must admit, getting to Bermuda is a mite pricey.



The history of modern Bermuda begins in St. George, the oldest inhabited town of English origin in the New World. St. George has many historic buildings, churches and beautiful gardens, criss-crossed by tiny, quiet alleyways. I'm sure I told you that when I first started coming to Bermuda, motor cars were not allowed on the islands. Pedestrians, horses and wagon, bicycles and mopeds...period. But they forsook Eden for modern day imbecility and became part of the dim-witted, greedy, planet-destroying masses and sold their birthright for a mess of pottage.

But I digress.

It's *still* more beautiful than most places you visit. When I first came there the homes had beautiful hedges of poinsettias and bougainvillea ran rampant.

I think the last time we chatted about Bermuda I brought Irene here

before she slipped away and she bounced, unceremoniously down the many stairs of St. George's oldest and original church...no harm done.



Water Street, St. George's

I found a nice little restaurant on the harbourfront and pigged out on conch fritters (you remember it's pronounced "konk") and I do this in Key West and the Bahamas. Speaking of the Bahamas, I shall be cruising there in Feb/Mar. '09. More digression. Ah! The attention span of the elderly and infirm!

I didn't get to the Artillery Mess this visit, as I was with my daughter and she is not as "Mess" oriented as I.

Before it slips my addled mind, I got a card from the Martins, Ted and Dawn, the other day. They'd been doing a regatta in Fort Langley and visiting old friends in Vancouver. Always nice to hear.

The sail from St. George to Philadelphia was calm and uneventful. The regular dressup and have dinner with the Captain bit, for we who would.

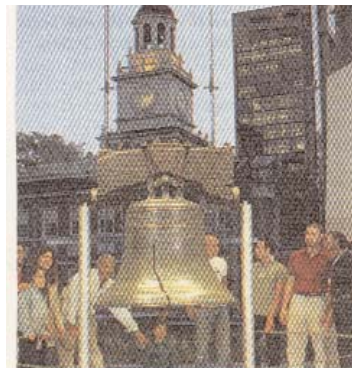


I find that most cruise lines are slipping away from elegant, formal dining. They are catering more to the younger, know-it-all crowd. You know, put your grubby baseball cap on backwards and eat like a retarded pig. I'll never understand why some females dine with these mindless oafs. But I guess there's no accounting for taste. What is it they call this? Progress? Shit!

On the return voyage it got to the point where, of a table of eight, I was the only one at our table in the dining room. Even my daughter and son-in-law opted for the buffet. To each his/her own. My dear old "Movver"

used to tell me, "son! Just because you have live in the jungle, you *don't* have to become an animal".

As I told you before, I haven't spent much time in Philadelphia and *still* haven't. I do know that it is very old and steeped in history (real or imagined). The alleged Liberty Bell is here, complete with crack and mis-spelling. I wonder if the crack is symbolic? I know the mis-spelling is hereditary. On the bell they have spelled Pennsylvania Pennsylvania. (I can just visualize poor Richard wringing his hands and wailing, "Look who's talking about mis-spelling!")



But, hey!!!...I don't got no schoolin'!

And Betsy Ross lived here, her house *still* stands. I think she knitted the first "Stars and Bars" flag, though not many stars in them days.

There is all kinds of neat historical stuff here, but I'm damned if I can recall it to memory. (Yer gonna enjoy The Golden Years) Yeah! (Like a sore arse) I do remember the semi battleship "Pennsylvania" is tied up in the ~~harbor~~ harbour.

Regardless of how I make light of things, it's a neat town and well worth a visit.

It's also becoming a popular port for cruise ships on the semi east coast. Probably cheaper than Noo Yawk City.

On the trip from Pennsylvania to home we over-nighted in Clark's Summit. Got to pig-out on Ying Yang (the local beer, remember?) and got to "skritch *Bernie* again.

No, Garry! *Bernie* ain't the inn-keeper's daughter. *He's* the re-cycled greyhound from Florida, remember?

But, hey!!! That's the adventure.

Y'all have a *fun* Christmas y'ear? An' good health and good sailing in '09.

Remember, my children, what I told ya last time—"We pass this way but once—treat each other kindly". Luv yas! ▲

## JEFF'S GREAT SAILING ADVENTURE

Jeff Ante

October 31, 2008 5:39:51 PM

Spent the night in South Mills North Carolina. Woke up to 1/2 inch of frost on the decks, no power or heat. Mum/June almost mutinied. Half day to Elizabeth City at the end of the Dismal Swamp—free town dock for 48 hrs. Wine and cheese reception (free) hosted by Mayor for all the boaters, \$3 showers at the fitness centre, Farmers' market tomorrow morning, other Canadians here. Bought a big heavy comforter at Super 10 for \$10 for extra warmth at night.

*And now a word from the first mate!*

Really like sleeping in all my clothes but when the sun comes out the next day it really is quite beautiful. Think we'll stay another day here. Feels like Mayberry 1955! We're still talking so I have not yet booked a return ticket but I'll keep you all posted. Happy Halloween to all and now I have to make dinner (after another rum and coke or two). Never know when we'll have internet next but will keep in touch when we can. Quite an adventure for a landlubber.

November 10, 2008 9:19:20 PM

June and I are in Wrightsville Beach North Carolina. Everything is going great but it's still too early to burn my socks on the beach. Wore a toque and gloves this morning. Saw lots of dolphins and pelicans the last couple of days.

### Correspondence from our South bound friends, the Craigen's

November 21, 2008 8:51:02 PM

To our friends at TH&SC

On Monday, November 17, at 1600, we put into a Skipper Bob recommended anchorage on the Waccamaw River. It's an oxbow—two possible entrances into a loop, sort of a river crescent. On chart, we preferred the second entrance, but we entered the first entrance, with a plan to work our way to the other side and find the 12-14 foot water to anchor in, but, in the first entrance we found 9-10 water at low tide, did a 360, and dropped Bruce. A beautiful protected anchorage, right off the ICW, with trees on all sides. There was no wind—the water

was like glass—the reflections in the water were unbelievable.

As we left the next morning at 0645, we saw a blue-hulled sailboat in the second entrance where we'd originally planned to be. It was *Sounds of Silence*. A hundred yards but out of sight from each other, in the same anchorage. It really is a small world.

When we left Toronto on October first, we knew Jeff was way ahead of us. By reading the TH&SC news updates of Jeff's we thought we could be closing in on him, but to be that close and not know...well.

So here we are in Charleston, SC. What a fabulous city. From our anchorage on the Ashley River, the walk to downtown is about two miles. We enjoy the walk, taking different streets each time. The architecture and gardens are spectacular.

We have spent our time in Charleston, sightseeing, provisioning, catching up on laundry, and praying to the weather gods. And then we saw *Sounds of Silence* here on the dock. We dinghied over and had a chat with Jeff, June, and Mike. This is one of the joys of cruising—running into people as we piggy-back each other down the coast.

*Sounds of Silence* left today. *Beach House* leaves tomorrow. We'll track them down again!

Geoff & Pat Craigen

November 25, 2008 7:22:31 PM

I am in Beaufort South Carolina and the weather is still cold at night (35F) but at least it's dry. Rented a car today and drove Mike and June back to Myrtle Beach where Mike had left his car after joining us on Nov 16. Will be on my own for a while and plan to leave the boat somewhere in Florida for a week to fly home for Christmas.

Everything is going great but I thought I would be further south by now. Oh well, didn't want to push hard and have the crew mutiny. June liked to plug in at marinas for heat at night but I will be anchoring a lot more now that I'm on my own. Met Geoff and Pat Craigen (ex TH&SC now Mimico CC) in Charleston. They are heading offshore to Florida.

Still can't wait to burn my socks (they're wool ones now). ▲



## FLATCAP ELECTRIC

Terry Lowe

Electrical Contractor

Fully licensed—Fully insured

Free Estimates

Free Advice Low Rates

Email—tmblowe@rogers.com  
(416) 690-6560



## GOODBYE TO NIPKIN

By John & Suzanne Soltys

On October 13, 2008 Suzanne and I said our final goodbyes to *Nipkin*.

We enjoyed her safe sailing and cozy comfort for ten wonderful years filled with adventure, laughter and partying.

During those years we visited many clubs around the lake, always welcomed as members of that "very friendly club, TH&SC".

We made a lot of friends at TH&SC and will miss the events, cruising and socializing and we will maintain those friendships for many years to come.

*Nipkin* served us well and she has found a new home in Montreal with a very nice family. ▲





# DARTS

Friday evenings

**D**ARTS WILL START UP AGAIN on Friday, January 9th after a holiday hiatus.

Come and join us in the new year. So far there haven't been any new faces. Come and give us a try. We don't bite (well, we bite the munchies) and you'll find it a nice change at the end of the week. See you at 7. ▲

## RACE RESULTS

These Overall Results are just part of the race results. For more detailed, race-by-race statistics see the charts posted on the Club bulletin board.

For a complete list of trophy and flag winners they will be printed in the February issue of Spar and Prop.

### OVERALL Wednesday Series

#### Division I

- 1st *Dark & Stormy*
- 2nd *Legacy*
- 3rd *Tsunami II*

#### Division II

- 1st *L' Autre Femme*
- 2nd *Crackerjack*
- 3rd *Trevor Kane*

### OVERALL Weekend Series

#### Division I

- 1st *Legacy*
- 2nd *Missee Lee*
- 3rd *Dark & Stormy*

#### Division II

- 1st *L' Autre Femme*
- 2nd *Spectrum*
- 3rd *Matta II*

OVERALL Winner Division I—*Legacy*

OVERALL Winner Division II—*L' Autre Femme*

### OVERALL WEEKEND SERIES

Hi Point Trophy—Jack Hexham

Overall Series Winner Div I—*Legacy*

THSC Trophy—Lee Rixon

Overall Series Winner Div II—*L' Autre Femme*

### Furtherance of THSC

Ken Deas Memorial Trophy—Jack Hexham ▲



# RACING CAPTAIN

Jamie Smallwood

**S**AILBOAT RACING RULES change every four years, under the jurisdiction of ISAF (the International Sailing Federation). At the first of the year we will be playing by a new set of rules. Brian Chapman of UK Sailmakers has proposed to the general Toronto sailing community to provide lectures on the 2009 Rules. Stay posted.

This is also a year where we should make some changes as to how we run things at TH&SC.

Next year, we want to return to triangle racing for both divisions. The combination of Triangles and Windward-leeward courses has its difficulties that limits our RC's options. ABYC uses the two courses due to large fleets, and multiple starts. We have only two starts and a more modest number of boats.

Next year, we want to let the White Sail division to go first. The main purpose is to give them more time on the water. The objections are that the spinnaker fleet (six or so boats) will blanket the White Sail fleet. This may happen on occasion, but that's sailboat racing.

The use of mark zero as a finishing mark has been a contentious issue. The triangle-only system will allow us to show one numeral indicating the upwind mark (example 8) for an 8,6,4,8,4 course. If the RC shows 8,6,4,0, then 0 becomes the finish mark on the upwind after the triangle is completed. I will have my lawyer check this over.

We had a great racing year. The Wednesday evening events went very well, with only two races to make up after regular season. The weekend events had some weather related problems that left boats stranded, but that's sailboat racing

### Special Events: We held a few

Greg Smith had a vision when he became Rear Commodore. That vision was the *Spirit of Canada* Fund Raiser held on July 4. Derek Hatfield is in the process of doing Canada and the sailing community very proud with his campaign in the Vendee Globe race. We raised over \$1500.00 towards their campaign. In their newsletter several weeks later, the *Spirit of Canada* group challenged all sailing clubs to

put on a fund raising event. They did not come out and say it, but they referring to TH&SC. Way to go Greg.

Thanks to John Morris, we held an invitational regatta for Thunderbirds. At this regatta we were able to tap into the expertise that is available from CYA, with whom we have recently become members. Your "Beer" Commodore was able to solicit the sponsorship of Great Lakes Brewery in the form of a couple of nice bright yellow racing marks, and yes, some beer. The first day of the regatta was cursed with a truly non-existent wind—even for Thunderbirds. Sunday saw good winds, some rain, and great racing. The boats from ABYC, many who had never ventured into our club enjoyed the festivities afterwards. We plan to make this a yearly regatta, and may possibly open it up to other one-design boats.

The Ken Deas Memorial Regatta was held on September 26. Due to weather conditions and organizational issues, the regatta ended up being a single race. This event will become a permanent one at TH&SC to celebrate the life of an exceptional fellow and club member.

### Many thanks...

Thanks to Tom Monson and crew for their excellent race committee work.

Thanks to Greg Smith for his enthusiasm and energy.

And finally...

I have decided to pass the stewardship of the Race Captain position onto Jackie Znamerowski. For those who are unaware, Jackie is that J24 skipper who quietly and humbly accepts her beer glass prizes. I have enjoyed doing this for that several years off and on, and look forward to working with Jackie and Greg where I can. ▲



